



Aviation Management Council

Attn: Pat Moore, Executive Secretary
3833 South Development Avenue
Boise, Idaho 83705





Aviation Management Council Meeting July 10, 2001

Present: Mike Martin (Chair), Ed Stone, Barb Mahaffey, Mick McCurry, Lynn Findley, Bob Galloway, Tony Kern and Pat Moore (Secretary).

1. Minutes from the June 4 meeting were discussed, additions made, and approved. Mike Martin will make corrections to his draft copy and send to Pat to finalize. (This was done and the minutes sent to Louise Bruck for the Web site

<http://www.oas.gov/hq/director/amc/amc.htm>).

 Updates on helicopter specifications (CWN Type 1 and 2): The Operations Oversight Team is in charge of this agenda item (Al Rice and JP Johnston).

 Discussion on load cells: An exception was written for heavy lift. See OPM 21.

2. Review AMC team/committee member list (Moore): Pat will get out the completed list. (This was done on July 12.) Bill Rush will be added as the Forest Service representative for IRM.

3. Update on proposed IHOG changes (Martin and Stone): OAS has put out two OPMs (21 and 41). These were coordinated with the FS, Interior agencies and the Fire Directors. The FS will combine the two OPMs and use them in issuing their policy.

The suggestion was made by Mick McCurry that the AMC go to the Fire Directors and recommend they review IHOG, within a specified time, and bring forward their comments. After discussion, it was agreed Mike Martin will draft a memo to the Fire Directors asking they review the IHOG, agree among themselves to the changes needed and return their comments to the AMC. The draft will be sent to Ed Stone and the Operations Oversight Team for concurrence. The memo will ask for the support of the Fire Directors in "marrying up" the 310-1 and IHOG. Comments from the Fire Directors will be sent through the Operations Oversight Team to the IHOPs to work on. It was suggested IHOPs use a couple of fire folks on the team working on the changes. Proposed changes will be routed through each agency's policy review process.

The IHOPs group will take the current approved changes to the warehouse for printing.

a. AMC meeting with MAC group (Martin): The MAC did not feel we needed a meeting at this time. AMC would like to meet with them this fall.

b. MAC group Delegation of Authority (Findley): Lynn provided a MAC group matrix and information from the MOB Guide on the Delegations of Authority from each Interior

agency and the Forest Service. All agencies issue the MOB guide as policy and the MAC group responsibilities are set forward in that guide. After a short discussion on how aviation policy is changed, Lynn, who will be sitting on the MAC group next week, agreed to discuss the changing of policy with them and will prepare some operating guidelines. The MAC group does want to participate when the AMC prepares the Emergency Operations Group plan.

4. Operations Oversight Team report

a. Update on Interagency A/C Commander Evaluation Board. Mick will prepare an OPM.

b. Update on Emergency Operations Plan: Lynn does not have the plan completed yet.

c. Update on Bell 214 concern (McCurry): This issue is dead. There was no supporting data, Asher Williams made the decision to award the contract, and it was done.

d. Review FY01 Operations Plan: No Plan had been prepared and signed, so one was completed and discussed. "Resolve policy issues" will be carried over to FY02. The AMC gave concurrence on the ILOG charter, leaving SASEB the only group without a charter. A Type I IC needs to be appointed by the FS to the ATB as the final member. Ed and Mike will review the FY01 Plan, as well as the FY02 Plan presented at the meeting for approval.

e. Turbine single engines: The DM has reference to turbine single engines. The FS has concerns about their use. Mick McCurry volunteered to attend a FS Regional Aviation Officer meeting to discuss their safety concerns and put their fears to rest. Tony Kern would be willing to do a side by side safety presentation.

f. Limited Use: Discussed this issue and its meaning, "Limited use means no government employee on board the aircraft." Because there is misunderstanding on the meaning, the FS will include wording when they issue their policy. OAS will provide clearer wording when they reissue their OPM in January.

5. Business Management Oversight Team

a. Update on amending CWN contract this year for "no partial dips." Rich was not present at the meeting. Ed will check with him on the amendment.

b. Update on heavy helicopter procurement: Going ahead with them.

c. Update on Helicopter specifications (McCurry): Discussed earlier. Mick will prepare a letter.

d. FS member on IRM committee: Bill Rush.

e. Review of FY01 Operations Plan: Source list is an ongoing issue that is being worked on. A joint form is being worked from both sides; the big problem is funding. If it comes through for FS, they can go ahead, but it won't happen for a couple of years. The joint smokejumper contract did not happen this year. Rich will have to report on this item.

6. Meeting of SLAM and IATQWT working chairs (Stone): The meeting did occur. Dennis

will support a higher level seminar at any level. We are headed in the right direction; just need to let SLAM happen and then see if SLAM can be put in the IAT. The next SLAM will be in April of 2002. We have agreed to support it as long as we can use the existing modules we now have. A lot of the existing material can be put in the layout Tony already has. Developing risk management module for IAT and the module for SLAM also; neither has reached a final draft version. Exercises and pre-work will differ but the core elements in the two will be the same. The plan is to do each and see what works best.

7. Preparation for FY02 Operations Plans (Martin): Plans are needed at the beginning of the FY. We have the Operations Oversight Team plan; it will be reviewed, approved and signed at the next meeting. The Business Management Oversight Team will complete their plan prior to the next meeting.

8. Next meeting: October 2, 8:30 a.m., in the OAS B-wing conference room.